

THE B&O MODELER

Volume 4, Number 2

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B&O's SOLID GOLD LOCOMOTIVE: GM50 TURNING THE WEST END INTO THE SHENANDOAH SUBDIVISION - PART 1 MODIFYING INCORRECTLY STRIPED E AND F UNITS

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Cover Photos – Top, GM50 – Jeff Hanke photo. Middle, E-7 – Thomas Eckhardt photo. Bottom, F-7 – Bruce D. Griffin photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available. Regular memberships are only \$35.00. If you would like to join, click [here](#) to fill out our [membership application](#), print a copy and mail it to:

B&ORRHS

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FROM THE EDITOR

A Reason to Build a Faithful Model

Here's a reason to build a good and accurate model of a B&O prototype. Because the person who built the prototype would have done it that way. I was adding a bunch of grab irons to a bunch of M-15k boxcars the other night and I wondered why I cared so much about making it look right. I was raised by a modeling press who liked to hide their mistakes by calling it "prototype neglect" or "wear and tear". Then I remember the older B&O men I knew and

worked with. They would have never let something slide if it wasn't right. They took pride in their work. I then realized I owed it to them to represent their work with the same pride they took in it.

We have seen many photos with the right of way neatly groomed, the ballast stones neatly separated from the black cinders? It must be for the photographer's work we think. I can't say for certain

if the photographer had an influence on the historical photos we see, but I can comment on the pride B&O track crews had in their right of way during the 1980's when I worked with them. I remember that we took pride in our work and would never leave a single stone on top of a tie after we finished our work. All ballast was neatly tamped in and around each tie when we were done for the day. This attention to detail existed in the 1980's, so it is not too far of a stretch to think it existed with track crews in the 1940's. Traditions are passed down through generations in this type of work and they are honored.

Many companies in the past truly cared about their employee's, and from everything I have read and heard about the B&O, it was a company that truly valued its employees. During the Depression it designed re-building programs to keep its family members working and during WW II it kept touch with its employees serving overseas (I have a 1942 Christmas card sent to my Dad, signed by most of the Baltimore terminal). So when you make a model of a B&O car, engine or facility, please do it with the same pride. It's a great way to honor the men and women who worked for "the railroad."



B&O 1961, a coach-dinette "New Look" Budd RDC-2 , which I built in O scale from a Mac Shops kit from the late 1980's. It has been out of production since then. The kit consisted of an extruded aluminum body and several heavy pewter castings. Because of errors in the design, the end castings had to be revised and fitted with thin sheet aluminum veneers to place the windows in their proper positions. Some of the pre-punched windows were paneled over with a filler and thin aluminum sheet. New kitchen windows were cut into the side. The B&O heralds and the "Speed Liner" plaques are decals I made on the computer. The model is quite heavy, tipping the scales at just over three and half pounds. It is powered by two Northwest Short Line 'Magic Carpet' traction motors and has constant/directional lighting. All Nation RDC trucks were modified to better represent the General Steel Castings trucks used under the prototype. The interior is detailed with lights, passengers, and crew members. It won as 'First Runner-Up' at the 2007 O Scale national Convention held at Indianapolis last June.

Ed Bommer

NEWS FROM THE COMPANY STORE

BY CRAIG CLOSE

Update

The Kadee Covered Hopper is SOLD OUT.

The Company Store has received from Proto-West a substantial number of HO kits representing the 1948 70-ton B&O class P-24 and P-25 flatcars. This car is well done and reasonably easy to assemble. Because it is representative of a B&O prototype, the Society wants to make sure that it is represented on many layouts. The kits are available and listed on the order

form included with the 2nd Quarter issue of the Short Blasts. The two-car kit is stock # 33122 and retails for \$44.95. See *The B&O Modeler* - Volume 3, Number 6 – November-December 2007 on the Historical Society web site for an article on assembling this kit.

The Kadee ready-to-run PS-1/M-67a boxcars are still available. There are five different cars with three covering the 1964-68 era and two for 1968-80. Those

later era cars have ACI labels. They have a single 6' door. These are Kadee quality models with trucks and couplers. Like the flatcars, they are especially well done as examples of B&O prototypes and are for exclusive sale by the Historical Society. The cars are stock # 33141-45 and have been priced at \$34.00 each. Now, Society members can buy any quantity of these cars with a 10% discount. This discount has been included on the Short Blasts order form.

Red Caboose has announced a ready-to-run model M-26b in the oxide red, "Sentinel Service Dependability" slogan scheme painted by B&O car shops during 1958-1962. Red Caboose has produced these boxcars in 12 different road numbers, of which four are exclusive to the BORHS Company Store. This model represents a late 1950's appearance, including appropriate hardware choices and patch panels along the bottom of the car sides. By sheer numbers and longevity, the B&O M-26 boxcar family can rightly claim being the B&O signature boxcar. Over 13,000 M-26 boxcars were built between 1925 and 1931. Often refurbished, many of these boxcars lasted in revenue service into the 1970's and in company service into the mid-1980's. One series, the M-26b, is nearly identical to the famous PRR X29, right down to the rivets. B&O owned a fleet of 1000 of these M-26b boxcars, numbered 267000-267999, built by Bethlehem Steel in 1926.

The store will be carrying these cars as stock items 33147 (267014), 33148 (267098), 33149 (267149), and 33150 (267886). The regular price is \$31.95, but a special introductory discount of 15% is available to members. This discounted price of \$27.16 is listed on the order form included with the *Short Blasts* (good thru July) and will also be available on the web store until the cars are actually received from Red Caboose (mid-April or May?).

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Other boxcar models available are the M-26D/E conversions kits from Speedwitch, stock numbers 33113 and 33114, for \$32 and \$34 respectively. These kits are based upon Red Caboose models.

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The stock of Pacific Mountain Scale Shop caboose models is surely being depleted. Check the web before placing an order as several models are already sold out. In case you were not aware, PMSS has stopped production. Items 32017 and 32018 are newer and still available in greater quantity than the others.

Do you need diesels? Check out the list of GP-9s, -30s, and other types available.

The B&O Modeler Index is available as item 79001 for \$3.00 plus \$1.50 shipping. Additionally, a new CD which includes all issues of the magazine through the last issue of 2006 has been produced as item 40201. The sale price using the 2nd Quarter Short Blasts order form is \$8.00 plus \$1.50 shipping.

New Items

72006 B&O Equated Tonnage Ratings - September 1, 1911; 51 printed pages covering 90 informational pages.

79135 *The B&O Modeler* for Sep-Oct 2007

79136 *The B&O Modeler* for Nov-Dec 2007 [See BORHS web site (<http://borhs.org/>) for downloads]

79141 *The B&O Modeler* for Jan-Feb 2008

79142 *The B&O Modeler* for Mar-Apr 2008

40401 VP of Engineering Report 236, Frederick Branch, 1911

40402 VP of Engineering Report 316, Frederick Branch, 1911

40403 VP of Engineering Report 330, Toledo Freight Terminal, 1913

40404 VP of Engineering Report 346, South Branch, 1911

40405 VP of Engineering Report 811, 26th St Stores, NY, 1914

40406 VP of Engineering Report 1117, Lake Erie Ore Docks, 1910

40407 VP of Engineering Report 1122, Potomac Yard Approach Route Proposal, 1922

40408 VP of Engineering Report 1480, Annual Inspection of Property, 1925

40409 VP of Engineering Report 1511, Trackage Rights, Anacostia Jct to Long Bridge, 1942

40410 VP of Engineering Report 1520, Use of Cleveland Union Station, 1934

Short Blasts Special Sales

We have a few too many of some of our merchandise in stock. Use the order form included with the 2nd Quarter Sentinel to take advantage of special discounts.

Contacting the Store Manager

If you have a question or problem with a Company Store order, please send an e-mail message to store@borhs.org. If you do not have internet access, mail your message to PO Box 24225, Baltimore, MD 21227. If you want immediate contact, you can call 443-286-6030, but you may have to leave a message.

BOOKS FOR MODELING

SPECIAL REVIEW BY NICK FRY

Coal Cars: The First Three Hundred Years

By: Martin Robert Karig III

University of Scranton Press, 2007 (hardcover) xi, 419 pages, illustrated

Price: \$75.00

Coal was and is a significant source of revenue for many railroads. For the B&O, it was a major source of income after the 1850's. Sadly, there has never really been a book length treatment of the process of how coal was shipped by rail.

Robert Karig addresses this in a massive volume that should be available to all serious railroad historians and modelers. Karig provides readers with a lengthy and detailed history and reference work on the development of coal cars in Europe and later the railroads of the United States. Particular focus is paid to the eastern coal railroads, from the anthracite fields of Pennsylvania to the bituminous fields of the Appalachians. The western coal roads get some mention and photo coverage, but they are dwarfed by the volume of imagery and information that is provided on the cars of their eastern cousins.

That does not mean that modelers of western roads will not find any useful information. Karig spends a large amount of time going over the various components and safety appliances found on coal cars. Brakes, couplers, trucks, springs and wheels are all examined in detail and these sections are generously peppered with illustrations and photos.

Readers however will be most interested in the photos that dominate the last chapter. This portion of the book details the markings of the various coal cars. To accomplish this, Mr. Karig uses an exhaustive amount of photos with captions to illustrate these markings. Readers will note the preponderance of eastern road names in this portion. It should be noted that the western railroads went into the coal hauling business late in the game of hopper car development. By the time the Powder River Basin fields were being developed, the majority of coal cars were not hoppers but really high-sided gondolas that were built to be unloaded via rotary dumpers at their destinations.

B&O Modelers and Historians will be pleased by the exposure that the road receives in this book. But bear in mind, this book is about the cars, not the railroad. Therefore the B&O makes up only a small portion of all the photos and drawings in this book. There are plenty of anthracite road cars covered and Appalachian railroads reviewed as well.

Overall, this book is a welcome addition to any railroad historian's or modeler's library. Mr. Karig has written an exhaustively detailed reference book that fills a gaping hole in the literature about freight car history and it is well worth the price.

UPDATES AND ERRATA

The B&O Modeler Jan/Feb.2008 Issue – Class T vs. Class Ta ?

Part of the information on the difference between these two locomotive classes was published in the Sentinel V.26, No.3, 3rd Qtr. 2004 on page 24 of my "Building a Better T-3" article. There is a chart at bottom of that page comparing all B&O Mountain types.

Read note 1. After rereading it I see that I realize I made an error, but nobody has caught me on it. That should have read: #5501 has 30" diameter cylinders, 220 lbs Boiler pressure, Tractive Power of 68,200 lbs, Factor of Adhesion 4.03, Duplex stoker and valve travel of 9". It needed a 100 foot turntable. As compared to #5500 that had 29" Cyls., 225# B.P., T.P. 65,250#, FofH.4.21, Standard HT-M stoker and only 7" valve travel. It also required a 100' turntable. By 1931 #5501 had it cylinders changed to 29" and the sub class "a" removed.

Edwin C. Kirstatter.

Western Mini-Convention

- May 3, 2008, Italian–American Society, 644 South Chestnut, Ravenna, Ohio. Presenters scheduled include: Ralph Barger, Dave Ori, Michael Schleigh, and Ron Spiga. Keep an eye on the B&ORRHS web site for updated information. <http://www.borhs.org/events/events.htm>.

Eastern Mini-Convention

- August 9, 2008, Camp Hill-Wesley United Methodist Church, 645 Washington Street, Harpers Ferry, West Virginia. Bring your models; there will be a display table and time to talk about them. <http://www.borhs.org/events/events.htm>. RSVP \$15.00 in advance, \$20.00 (includes breakfast and lunch) at the door. Registration limited to 75 people. Email: archivist@borhs.org

Annual Convention

- The Society's 2008 convention is planned for Butler, Pennsylvania, during October, 2008 (usually the first or second weekend). A convention flyer will be sent to members in late August/early September announcing the convention and providing information on convention events. The flyer will also be posted at <http://www.borhs.org/events/events.htm>.

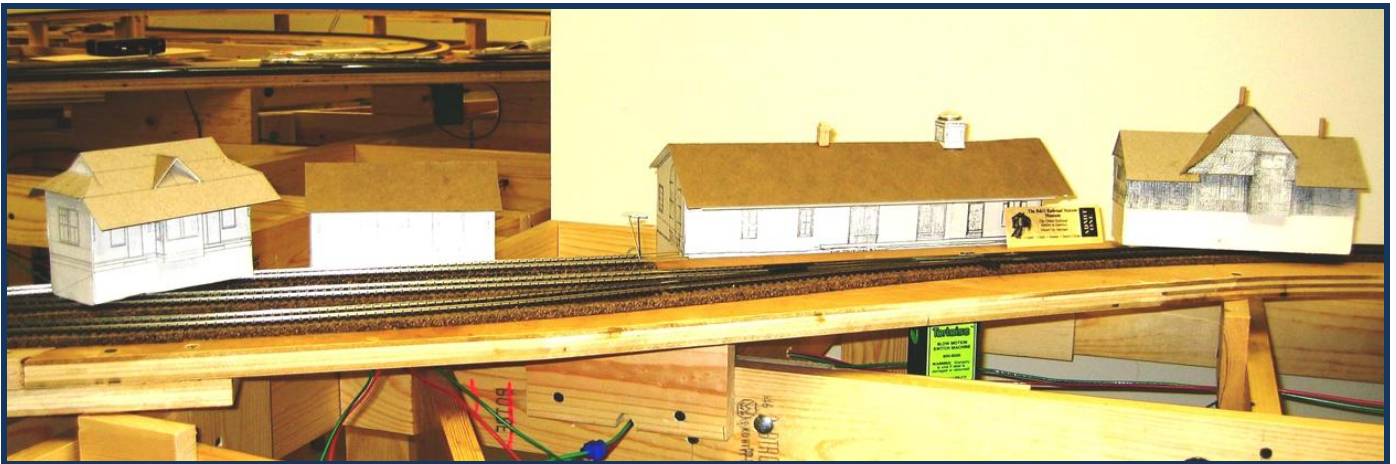
MODEL PRODUCT REVIEWS

EDITOR NEEDED

Some background on MJB Models Station Kits & Project Evolution

At the February 2007 Timonium show, in front of the Baltimore Area N-Trak layout there was a table with a small display featuring an N-scale kit of the Ellicott City stone train station. I spoke with the owner of the display, Mark Bandy, and learned that he was producing this as a kit for sale and that he planned to do the brick freight station as well. The kit was wood, produced by cutting the parts with a laser. When

painted properly, the result was very effective. I had already built up a cardboard mockup of the stone Ellicott City station based on the drawings in Rich Daniels' article in an ancient issue of the NMRA Bulletin and figured I'd cast the walls and carve the stones in plaster one of these days. But I now saw an escape route and I asked Mark if he planned to do it in HO. Mark indicated he would consider it.



Cardboard and foamcore mockups of Ellicott City, St. Denis and Ilchester stations, John Teichmoeller Photograph.

I kept in touch with Mark during the year, and during our discussions I also brought up the subject of two more needed B&O stations, St. Denis and Ilchester. I had collected an assortment of photos of these stations. I also had obtained a small drawing of St. Denis from Rich Daniels which apparently had been used to build the model on the layout at the Ellicott City station museum. In the course of my research I learned that the E. Francis Baldwin designed-station was replicated at Lansdowne, Morgan, Germantown and Dickerson (with a slightly different bay), and maybe other places. What's more, even though St. Denis apparently met its demise in the early 1970s, Dickerson is extant (albeit restored after a fire) and Germantown was reconstructed after having been destroyed by a fire. I had photographed Germantown and Dickerson in late 2006 and had had some preliminary discussions with several of the laser kit manufacturers. I also compared the dimensions on Germantown and Dickerson with the small drawing I had, and they matched. However, it seemed to me that it would be more practical to work with someone

local, so I broached the possibility of Mark's also producing a kit for St. Denis, Germantown and Dickerson. He was favorably inclined.

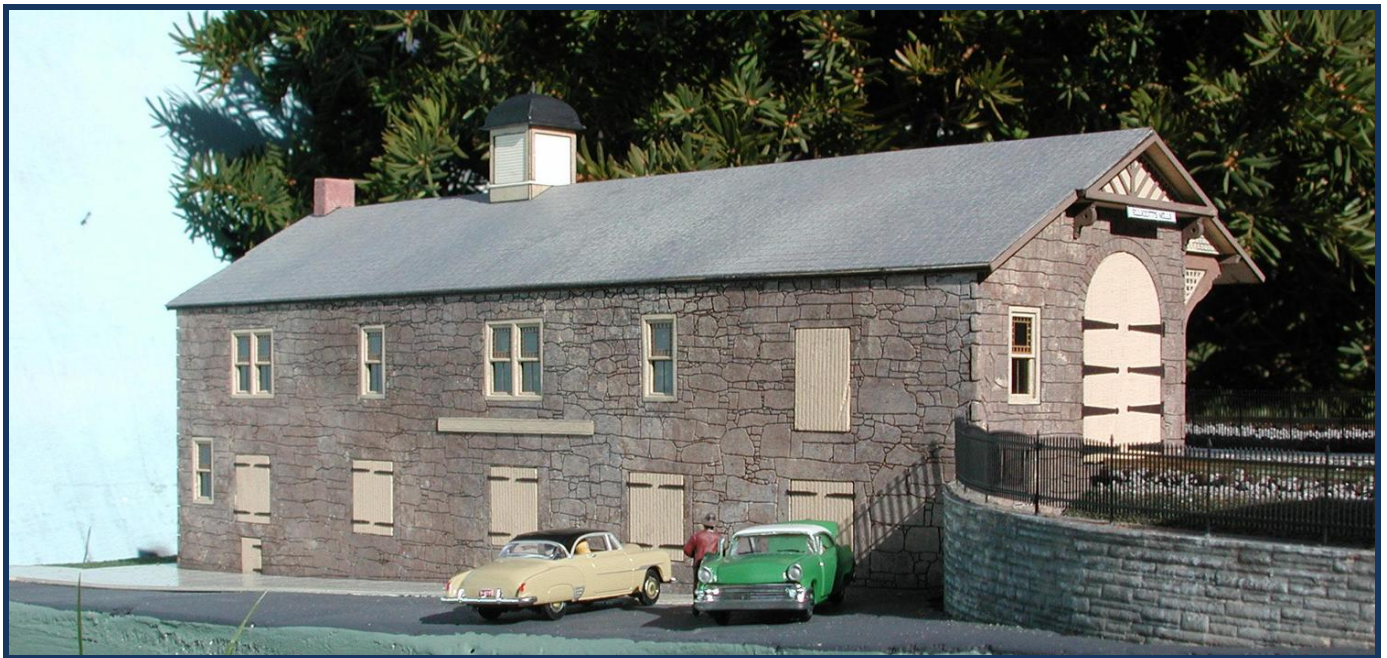
Converting the laser production of Ellicott City from N-scale to HO turned out to be more involved than Mark had anticipated, but by December of 2007 he had succeeded. Moreover, he had produced a pilot model of Dickerson. By February 2, 2008, he had been able to package a number of kits for both stations and had them for sale at Timonium. Unfortunately, the BANTrak layout, which is usually in the center bay of the Cow Palace, was exiled to the north bay, so I have a feeling a lot of folks who might have been interested missed Mark and his display.

Current Offerings

Currently Mark is offering the two kits. It is important to keep several things in mind. First, like everything in railroading, these stations changed over time, so his kits are produced pretty much as the stations are now. Reports of progress on this project

were offered to the B&O Yahoo list, but during all of 2007 there was no other information or photos of the stations in earlier eras forthcoming from the participants. So if you do have photos or other information showing changes, you can either modify the kits or share your information with Mark who may consider the possibility of offering alternate features. One alternate feature that has already materialized is the eastern end of the stone Ellicott City station. Mark's original kit rendered this with the large door that was apparently on the original station, then sealed up for over a century, and reinstated some years ago when the station was renovated. Mark offers an alternate end with just two

windows. I believe he is packaging both ends in current kits; if you have a kit with only the door end version, contact him and he will get the window-only end to you. Secondly, there are limitations to the laser production process that result in some detail compromises. For example, on the Dickerson kit, there is no siding visible between the front doors and the window. This can be corrected by simply removing a slice outboard of the windows, moving the window outboard and replacing the piece of siding between the windows and doors. I'm sure there are other "kinks" that will become apparent once one starts building the kits. I will leave it to others to do a formal review for *The B&O Modeler*.



HO Ellicott City Station. Mark Bandy Photograph.

Future Developments

Mark may produce Germantown but is deciding whether to do the present version as reconstructed (apparently by MARC—I expended a very small amount of effort to determine who might have drawings of the “replica” station and was not successful) or the “pre-fire” version.

St. Denis, the one I need, presented some further interesting complications. First of all, the St. Denis kit will include a basement, and Mark had a pilot model on display in a diorama at Timonium. Moreover, in studying the few photos I have come across, fuzzy and distant, it seems that St. Denis did not have the vertical corner trim boards that are present on the other stations. In addition, the photos of the station in its final year's show that it had clapboard siding, not the “novelty” or “German”

siding of the other two frame stations. I'm sure when originally built if it had novelty siding.

Ah, yes, then there is Ilchester Station. Some members may be familiar with my presentation on this project at the 2006 Eastern Mini Convention. Since then, thanks to David Pfeiffer of the National Archives, this project has moved forward. I have obtained the field notes from the valuation study. Using these dimensions and photos, drawings are being developed. There are more “era” issues here—the station's original roof was rebuilt, the slate shingles were replaced with rolled roofing, and the roofline was cut back. Since the station was gone by the time of my layout era (1967) the whole thing is a fiction anyway, so maybe the one I prefer is the more handsome “original” version! Mark is interested in

producing this, but first we need to finish the drawings.

So for now I have cardboard and foamcore mockups of Ellicott City, Ilchester, and St. Denis on my layout and am looking forward to building up Mark's kit of Ellicott City in the near future.

Then there is Bob Knight's project to do the double track pin-connected Ilchester Pratt truss bridge as a brass kit. He is currently offering it in N-scale (it was on display at Timonium at the Tex-N-Rails table) and is a month or two away from having it in HO. Stay tuned.

John Teichmoeller



HO Scale St. Denis Station. Mark Bandy Photograph.

B&O's SOLID GOLD LOCOMOTIVE: GM50

BY: JEFF HANKE

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

During the 1970's and 80's America's railroads started to show a more colorful face in their marketing programs. Quickly falling from favor were the minimalist paint jobs of the 60's. Adopting bold paint jobs and large lettering was seen on such major railroads as AT&SF, Conrail, and the Chessie System.

Most B&O locomotives of the era would get the familiar standard Chessie paint scheme of yellow, blue, and vermillion. However, at the introduction of the Chessie System marketing scheme, a special paint scheme was applied to celebrate General Motors 50th anniversary in the locomotive business. Chessie painted their second ever GP40-2 (and the second Chessie painted locomotive ever) as "GM50". To the author's knowledge, this is the only B&O locomotive ever to hold a road number that was both letters and numerals. It is also the only Chessie System painted unit not to have the Ches-C logo on the front of the unit. GM50 had a special "Electromotive 50 Years of Power" logo on both the front and back.

The all gold, one of a kind, paint scheme was applied to the unit in roster spot #4164. The unit, serial #7365-14, was built by EMD in 1972. The factory applied gold paint was covered with a second coat of gold paint by the Cumberland shops in September 1983. The two paint jobs can be distinguished from a distance by the spacing on the "B&O" sublettering on the cab. The original paint job had the letters close

together. On the Cumberland paint job, the letters were spread apart so that they were the same length as the "GM50" lettering below. Around 1985, the unit was renumbered to #4164 and got a standard Chessie paint scheme. It was renumbered in 1987-88 to #6063, and received a CSX paint job. To date the unit is still working for CSX.

This gold paint job made GM50 one of the most photographed units around. Luckily for B&O modelers, Athearn makes a dead on model of a GP40-2. At the time I did this project, decals were hard to come by. I used the Herald King set, but would have used the Microscale Minical 87-4257, http://www.microscale.com/Merchant2/merchant.mvc?Screen=PROD&Product_Code=MC-4257&Category_Code=CHESSIE&Product_Count=0 if I had it to do all over again. The Herald King set, HK L-142, <http://www.heraldkingdecals.com/Locomotives.html> is a little too royal blue in color. The Microscale set is the darker "C&O Enchantment Blue" shade.

Shell Preparation

The shell from these older "blue box" Athearn units requires some work to meet my locomotive standards. I start with a number 80 bit and drill holes for all the grab irons, fan grab iron and lift rings. Drill out and widen the holes for each of the handrail stanchions a little as these holes are a little too small to fit the hand rail stanchions.

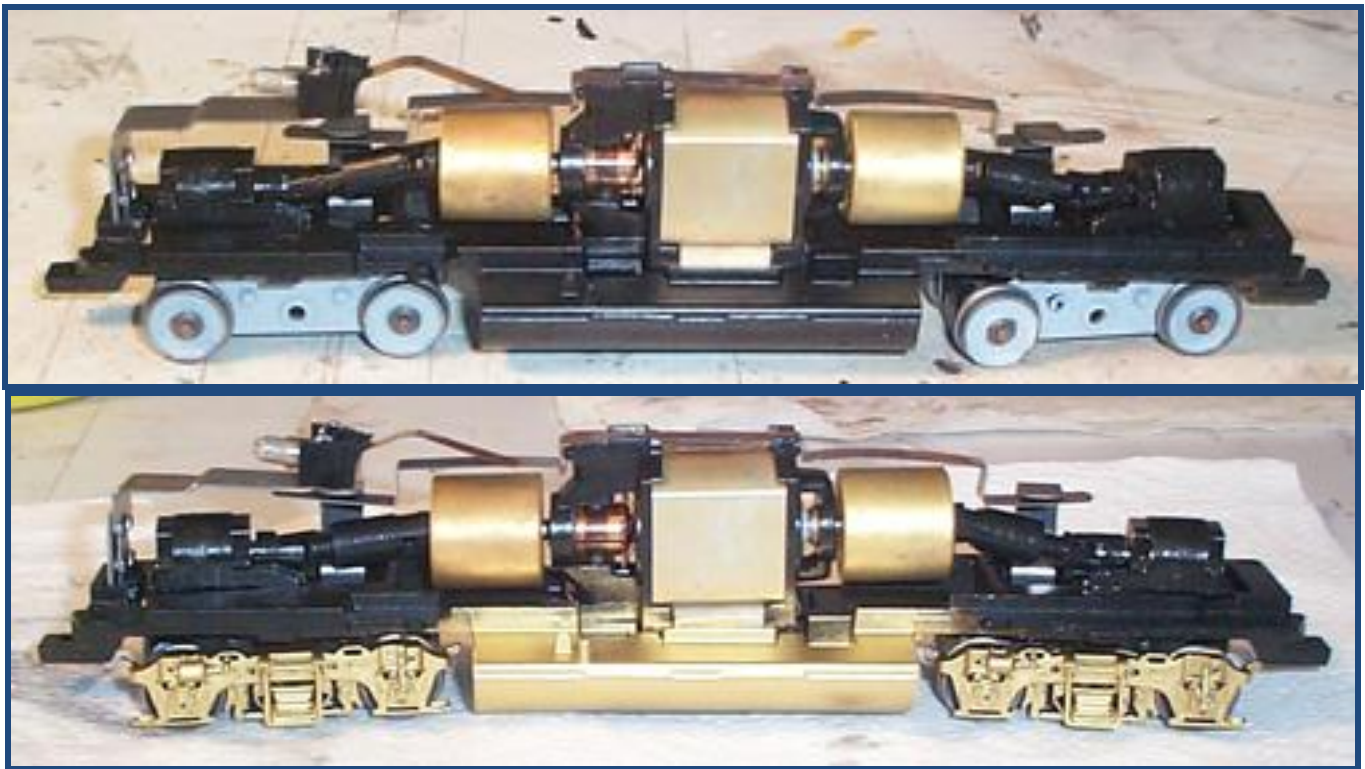
There are two small rectangles on each of the pilots that represent m.u. hose attachments. Sand these off, as they will be replaced with other details later. Next sand off the foot boards on the pilots. Drill two holes in the front pilot and add the Details West #PL-205 Chessie rock pilot (catalog at <http://www.detailswest.com/catalog%20page.htm>) Drill two holes in the rear pilot and add a Details West #PL-130 rear plow.

On the cab, drill a number 80 hole just above each window on center. This is where you will eventually attach the windshield wipers. Prime all the metal

details with enamel primer. Attach a Details West #RSL-3L-r 3-Chime Leslie horn, the Chessie rock pilot, the rear plow, a curved fan grab iron, lift rings, two pairs of m.u. hoses, a side mounted bell, two uncoupling levers and the grab irons.

Frame Preparation

The frame requires little work to be ready. Remove the plastic side frames and prime the exposed metal. When the primer is dry, paint this area black and the wheel faces rust colors. The Chessie GP40-2's all rode on the Bloomberg B truck instead of the M truck included in the kit. The detail differences were minor to me, so I used the side frames included in the kit.



Painting, Decaling, and Final Assembly

Paint the shell, trucks and the fuel tank on the frame Floquil Brass. Gold may seem like the right color, but it is too dark. Brass looks very close. This is enamel paint and will need to be thinned with Floquil thinner. It cleans up with mineral spirits. This is one

of the few times I use enamel paints. Be sure to use this in a well ventilated area. I sprayed my GM50 outside. Prime and paint the handrails at the same time. I don't attach the handrails at this time, as it would make spraying the shell with a gloss finish and decaling more difficult.



When the paint is dry, spray the shell with Testors GlossCote. Decal with whichever decal choice you have made. I use MicroSol to soften the decals and

have them settle around the details of the long hood doors. Attach the handrails after decaling is complete.



Add a #39 Kadee coupler to the front and a #32 Kadee coupler to the rear. These will put the couplers at the right height and allow them to clear the Chessie plow or rear pilot. You may have to remove the Chessie pilot to assemble the locomotive. Install the plastic window glazing into the cab. It just pops into

the cab. Finally, snap the cab on the shell and snap the shell onto the frame.

To make your GM50 look like it has had a little road wear on it, weather lightly with light oversprays of dark grey and rail brown.



TURNING THE WEST END INTO THE SHENANDOAH SUBDIVISION - PART 1

BY FRAN GIACOMA

PHOTO BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Thomas Eckhardt photograph

Introduction

It has been said by many that men my age (I'm 52) go through a "mid-life crisis" about now. I'm sure most of my model railroad friends thought I was going through one when I announced this January, out of the blue, that I was tearing down my Cumberland Division West End layout. Well the good news is that I am not going through a mid-life crisis and I am rebuilding the layout to model the Shenandoah Sub Division between Harpers Ferry and Strasburg Jct. Before we start, I'll provide a little background information on how I went from modeling long coal drags with helpers to bucolic locals hauling cars of apples.



The B&O Modeler

When I came to my present location as a result of going with CSX after the Conrail split, I had to tear down a 70% complete layout that was based upon the B&O between Point of Rocks (represented by staging) and Miller (R tower) on the Cumberland Division East End. With a job relocation comes a new house with a basement (a must for this family) and a chance to start over with the layout. This time, I decided to model the West End for these reasons:

- I wanted to try helper operations and this line sure had them
- I wanted to try what I call the "dispatcher-tower" concept of operation. The dispatcher would sit in a separate room from the basement with just a train sheet, a track diagram and his skill. Tower operators would "OS" trains to him when they passed by their interlockings and give train orders to the trains to run "against the current of traffic". This line was ideal for this form of operation.
- I wanted to model more hills and mountain scenes.

- I did not want any big yards (like Cumberland or even Grafton) as they take up a lot of space. Both were represented by open and hidden staging tracks.
- I wanted to see passenger and freight trains pass each other on a well groomed double track main line.

With a track plan drawn to fit “my” part of the basement, I started construction in September 1999 and had the first operating session in September 2000. I usually had 6-8 operating sessions per year, while all the time working on the layout to eventually “finish it”. During the last couple of months of 2006, I had nagging thoughts of building another layout to model a different area of the B&O, specifically the Shenandoah Subdivision. A few individuals that are part of the B&O Yahoo group thought something was up when I posted a request for a copy of the station page from an October 1956 timetable for the Shenandoah Subdivision (thanks Tom Grecco for the info!). Then it hit me. One Friday evening, I was ballasting the last 3’ of mainline double track when I stopped with spray bottle in hand said to myself “relocation or not, it’s time for a change – I am done with this West End. Onto Shenandoah Subdivision”. I talked it over with my wife who was surprised at first but understood the motives behind my madness. After all, this was the first time I chose to tear down my layout to try something new, rather than tear it down as a result of a job relocation.

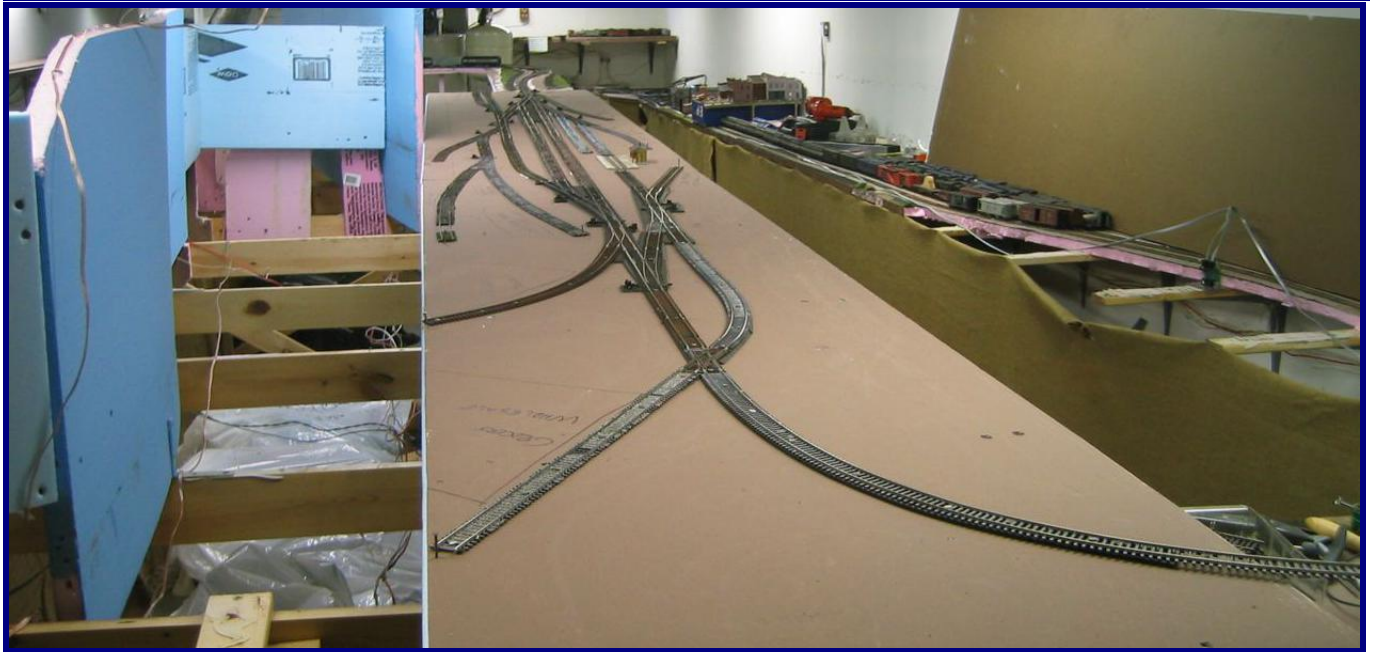
Why did I pick the Shenandoah Subdivision you ask? Good question. Maybe it was the next destination as part of a logical progression from modeling the main line action of the East End and the West End. Since I’m the type that likes to model the method of operation the most, this change seemed like the next

step. The East End and West End layouts gave me a chance to really develop a signal system to control the operations complete with signals, a dispatcher, interlocking towers, fast clocks and train orders. I found it hard sometimes to fill the positions of tower operators and especially the dispatcher as most people “wanted to run trains”. Also, as dispatcher on the West End, I sat in another part of the basement away from the action (and fun) of running the layout. I wanted to be in the thick of it all.

So, I picked the Shenandoah SD for these reasons:

- It is a territory I was familiar with – I have railfanned it numerous times over the last 35 years.
- I liked the length and variety of operation on it – timetable and train orders (remember this is 1956) with numerous train order offices to model.
- A great mix of freight traffic – from limestone to apples to cattle.
- “rolling, grassy hills” type of scenery – easy to duplicate with the help of Woodland Scenics’ products.
- Four interchanges with other railroads: N&W, PRR, W&W and the Southern.
- A yard (if you want to call it that) in Winchester that locals could work out of but not require the manpower or tracks like a Brunswick or Cumberland.
- Long enough trains that look good running with two diesels at the head end.

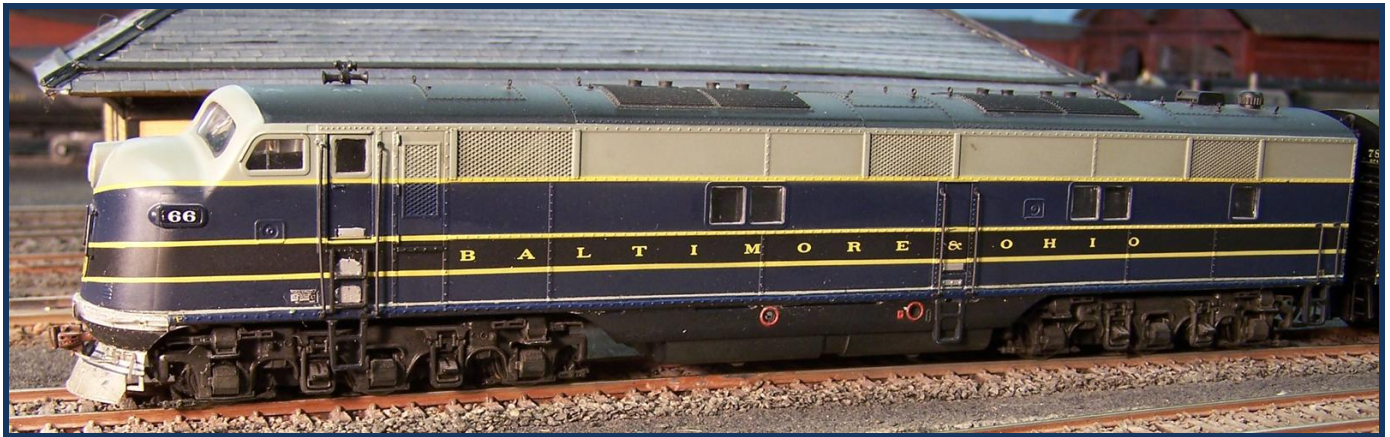
Next chapter in this saga: developing a track plan to fit my basement and be up and running in a year.



MODIFYING INCORRECTLY STRIPED E AND F UNITS

BY THOMAS ECKHARDT AND BRUCE D. GRIFFIN

PHOTO BY AUTHORS (OF THEIR OWN MODELING) UNLESS OTHERWISE SPECIFIED.



Introduction

The idea for this article started when I saw a pair of Broadway Limited Imports (BLI) F-7 units advertised for less than \$150 and they included a sound system that would work with the DC control/power system on my layout. I ordered them assuming I could correct any detail problems. The low price for diesels with a sound system was an easy way for me to try something new on my layout. When I got the units I was surprised by the paint which included a 'Linking Thirteen States' herald on the nose instead of the Capitol Dome, a yellow anticlimber, and a yellow lower stripe. Having sound was a new dimension for my layout and I enjoy it very much. However the garish paint scheme was almost offensive, it was so incorrect. I set about finding ways to correct it and sought the wisdom of the B&O Yahoo Group. That's when I made contact with Tom Eckhardt who had used decals to correct a slightly different problem on other HO diesels. We each pursued different methods, both with satisfactory results. Most of the details on these models are well accepted by the popular modeling press, but the B&O versions have this glaring paint problem. After a little searching and discussion with others, I noticed that my Life-Like Proto 2000 E-6 units also have an incorrect yellow lower stripe.

Checking with the B&O Railroad Historical Society's expert on B&O diesels, Jim Mischke, I found some more information about the topic of paint stripes. Jim could not find any evidence of a B&O diesels ever having a yellow lower stripe, yellow anticlimber, nor a nose herald other than the classic

Capitol Dome. As anyone who follows the B&O Yahoo Group knows, Jim is not only a great source of information, but he is prolific in his efforts to share it. I will repeat some of his insights. As for E-8 units he indicated that after 1957 many did not have a lower stripe, but before that the stripes were gray. Some Life-Like Proto 2000 E-8's may not have the gray stripe that should be on pre-1957 units, but the techniques presented could duplicate it. He also pointed out that the sometimes the "Baltimore and Ohio" is not centered vertically in the black band on the Proto 2000 products. This might be a tougher fix.

One other piece of information Jim cleared up for me was confirmation of the correct use of the term anticlimber on E and F units. An anticlimber is:

(A) considerable piece of steel above the pilot that has ridges to keep objects from climbing up the front of a locomotive in a collision. Anticlimbers were meant to prevent telescoping in frontal collisions. Without the anticlimber, in a collision, one locomotive frame shears clean everything atop the other. A crowd killer. The anticlimber ridges grab and hold the frame of the engine ahead, or especially the engine in a head-on collision. Further, the frame of the F-unit is designed to bend just behind the cab. The deformation of the frame dissipates the energy of the collision in a predictable, safer way than letting nature take its course. Everyone aboard is banged up, but no one is crushed on either train.

I would like to make it clear that this is an article about how to redecorate the models and is not review or critique of the models in terms of their prototypical accuracies in terms of the shape, size, details, or sound as these have would be better addressed by more knowledgeable sources. We are just trying to offer some techniques for correcting the major error in their decoration and allow others to consider these methods for other models.

Thomas started his effort on a Proto 2000 E-7 which came from Life-Like with very wide yellow stripes

along the bottom of the model's shell. After removing the shell from the mechanism, the body was masked above the wide stripe. Then Thomas used Badger Modelflex E-L gray with a few drops of UP yellow to paint over the wide yellow area. Then he then covered all but the top one inch of the new gray stripe with Microscale Stripes 3" & 4 3/4" dark blue (item 91107, old number 87-1107) covering up part of the batten strip. The blue decal does not cover the entire batten strip, so it was followed up with a second application dark blue stripe decal.





I used the gray decal stripe method to cover the offending yellow lower stripe on my BLI F-7's. The BLI stripe is not too wide, but it does extend onto the anticlimber. First, I painted the yellow anticlimber gray, I used Accuflex Primer Gray (#16-12) because that's what I had on the work bench and it looks very close, especially after weathering. For the decals, I ordered several gray stripe styles from Champion Decals (<http://www.minot.com/champ/>) and settled on BRH-86 S.P./Pullman "Lettering Gray/Aluminum Gray" one inch HO Stripes. The other option that was rejected for this application, but might work after all was S-86 NYC Aluminum-Gray two inch HO stripe. The one inch HO stripes are just wide enough to cover the offending yellow stripe and still look appropriate. I later learned from Jim that the E and F

units bottom gray stripes were specified to be $1\frac{3}{4}$ " on prototype drawings, so the two inch stripes might have been a better choice.. In order to get the decals to cover the factory paint without putting on a gloss finish I cut them very close with a straight razor blade and, did not leave any clear material that could show up on the finished model. After applying the stripe, I "wicked" on some Hobasco Decal SolvaSet. A little light weathering, a new etched brass Capitol Dome, and I was happy.

After looking at the rest of the models on my shelf, it looks like I will be performing similar operations on the rest of my Proto 2000 fleet of E-units. Now I am not as happy.



PLANNED FOR THE NEXT ISSUE
B&O Scale Buildings and Support Cars
Westerfield's M-12/13/14 review/build
Modeling the M-55h (Prototype Information)

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